

Today's
Advertisements.THE PUNJON MINING COMPANY,
LIMITED, IN LIQUIDATION.

THE ORDINARY SHARE CERTIFICATE No. 374 for TWENTY-FIVE ORDINARY SHARES numbered 10,521/10,545 standing in the name of W. J. K. K. K. of Fookchow, having been declared LOST, notice is hereby given that unless the said certificate be produced at the LIQUIDATOR'S OFFICE, No. 9, Praya Central, Victoria, Hongkong, on or before the 26th day of February, 1898, a new certificate for the said shares will be issued and the old certificate will thereafter be held by the Liquidator as null and void.

JAMES E. DUNCAN,
Liquidator of the Punjon Mining Co., Limited.

Hongkong, 8th February, 1898. [23]

FOR SALE.

RACE BOOKS

With Programme and List of Entries for the forthcoming HONGKONG JOCKEY CLUB RACE MEETING.

Can be had from
Messrs. KELLY & WALSH, LD.
NORONHA & CO.
And at the COURSE on the Days of Races.

PRICES:

Cloth \$1.50
Paper \$1.00

NORONHA & CO.
Printers and Publishers.
Hongkong, 8th February, 1898. [23b]

TO LET FURNISHED.

"SUN KAM SHAN" VILLA, No. 6,
ROBINSON ROAD.

OPPOSITE "THE BUNGALOW."

A. F. SAMY,
OFFICE OF JOHN LEMM, ARCHT.
64, Queen's Road Central.
Hongkong, 8th February, 1898. [23c]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain J. M. Hay, will be despatched as above TO-MORROW, the 9th instant, at Noon.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 8th February, 1898. [23d]

DOUGLAS STEAMSHIP COMPANY,
LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"FORMOSA."

Captain Hodgins, will be despatched for the above Ports on FRIDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAIRRAIR & Co.,
General Managers.

Hongkong, 8th February, 1898. [23e]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"DIOMED."

Captain Berliet, will be despatched as above on SATURDAY, the 19th instant.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th February, 1898. [23f]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,

VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

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DAKIN, CRICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSENGERS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

KUHN & KOMOR,

JAPANESE FINE ART CURIOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA
and
36, DIVISION STREET, KOREA.

Hongkong, 15th March, 1894. [24]

THE LEADING CATERERS.

COMPARE OUR
MENU, BILLIARD TABLES and
LIQUORS to all others.

THE GRILL ROOM.
Hongkong, 1st September, 1897. [30]

TAKE NOTE

TO indicate the exact use of words, we have prepared a dictionary which can be compared with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster's Dictionary, the latest and most complete proof that Labor brings forth.

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

A.L. these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

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making company in Hongkong; but it is worth a little thought. It is probably not preventable, but that is no reason why it should be forgotten.

A correspondent makes a recommendation which we feel sure will commend itself to the majority of people in Hongkong, namely that designs for the new public buildings should be prepared by local architects. Not that local architects have done anything to overwhelm the beholder with admiration, but they do some very good work at times, and they certainly must have a better idea of what is wanted than anybody outside of Hongkong. Utility is the first consideration in public offices, law courts, etc.; beauty is an important secondary consideration. No Londoner can be so well qualified as a Hongkong architect to understand the utilitarian aspect of a Hongkong building; voluminous instructions and explanations may be sent home, but the most exhaustive and bulky despatch cannot give the equivalent of actual experience on the spot. One fact, which should be borne in mind above all, is that "the only way to make timber beams impervious to white ants is to use iron instead."

We are informed that the Colts and Kowloon football clubs are unable to get ground allotted to them at Happy Valley, and are dependent on the courtesy and convenience of other clubs. That is to say, the Colts on applying to the authorities were given to understand they would be granted a piece of ground, but have not got any yet, while the Kowloon F. C. was refused outright. It should be noted that the Kowloon team is not composed of Kowloon residents; all except two or three are domiciled on the island. As we understand, the Happy Valley was originally intended for everybody; the vast increase in outdoor recreation of all sorts within the past five years or so led to an appropriation of the available ground, but the new organisations find themselves crowded out. If possible, everybody should have an equal share, and we trust that the Director of Public Works (who seems, more than anybody we have had for years, to have the knack of doing the right thing promptly) will see his way to give justice all round.

There has been a great deal of discussion in Singapore over a revival of the old proposal that British-born Chinamen should get their hair cut. It is strange how the queue, a mark of servitude to the Tartar barbarian, is so persistently cherished by the modern Chinaman, who might be expected to joyfully get rid of it as soon as possible, if only to mark his emancipation from the Manchu. But to shave the whole head, or to crop the hair close, would be cleaner than the greasy, densely populated pigtail, so the Chinese prefer the pigtail.

Reuter informs us that the reason why Britain *non-vult* to Russia is to avoid being used as a cat's-paw by China! This is a triumph of statesmanship for Lord Salisbury! "Better play the fool to Europe than the cat's-paw to Cathay." It is a fine choice between two evils; but why choose between evils at all? It would be a refreshing change to choose something good for once in a way. China seeks to play Britain off against Russia; Russia plays Britain and China against each other; it is time for Britain to play the game instead of being played. Lord Salisbury should remember that there are worse things than cat's-paws, which at any rate do possess claws and use them wonderfully well on occasion. England's position just now is less like that of a cat's-paw than a cat's tail—always in the rear.

Our American contemporaries all seem to view our position more hopefully than we do. They say that, while Russia, France, and Germany are all having a loud voice in the harrying of China, England maintains an impressive silence which means much. They say England follows the ancient maxim "Say nothing, but saw wood!" One paper puts the position thus:—

Amid all the din of diplomatic discussions, while each Power tries to talk the others tired, and the debate wastes so furious that it may come to blows, we can hear the quiet, steady sound of a saw in the distance. England is the proprietor of the saw.

We should be glad to find this come true, but our own idea is that England is the log. To carry the metaphor further, it is only necessary to remember Bismarck's *mol* on Salisbury—"A log painted to look like iron." Still waters do not always run deep; they may be mud swamps, simply stagnant.

In the matter of log-like inaction, it appears as if Hongkong may have reason to regret the departure of easy-going Sir WILLIAM ROBINSON. The new Governor, Sir HENRY BLAKE, does not bring a good character from his last situation. The *Jamaica Post* says:—

Instead of falling into bad odour at the Colonial Office—as almost every other man would have done, whose administrative record in an important colony was as bad as his has been here—he seems to be still in high favour with the Secretary of State. At all events, he has been provided with a post which, from a monetary point of view, is equal to that of a peer—in the sense which he is about to vacate. It is rare that such good fortune follows a man of Sir Henry Blake's calibre; and for this reason he is to be doubly congratulated on his preferment. But if he is to be felicitated, the colony to which he is going ought to be commiserated. Hongkong has had one or two unfortunate ex-patients with its Governor in bygone times; but it is safe to say that if Sir Henry Blake's *post* there is marked by the same results as his *post* here, the future of Hongkong will be a past misfortune pale into insignificance. It is an astonishing thing, but it is as true as it is astonishing, that scarcely a project to which Sir Henry Blake has put his hand in Jamaica has ever succeeded.

REUTER'S MESSAGES.

GREAT BRITAIN AND RUSSIA.

LONDON, February 6th.

It is reported that Lord Salisbury, desiring not to be used as a cat's-paw by China against Russia, assumed a more conciliatory tendency towards the latter country, hence the withdrawal of the condition concerning Tientsin-wan. Moreover, Great Britain and Russia are entirely agreed on the candidacy of Prince George for Crete.

LOSS OF A UNIONIST SEAT.

Mr. Richardson, the Liberal candidate, has been elected for South East Durham, in place of the late Sir Henry Havelock-Allan.

LOCAL AND GENERAL.

The buying rate for sovereigns is \$10.5 per £.

A MEETING of the Legislative Council will be held at 3 p.m. on Thursday next.

ADMIRAL Seymour left by the *Albatross* to-day for the north to take command of the fleet.

THE pleasant pastime of rushing pedestrians to-day cost five tickets each \$2 each and it is to go down on their licenses.

A HUNGRY coolie to-day got seven days' hard for stealing a delicacy known as a pig's trotter. He had eight previous convictions against him ranging from "rogue and vagabond" to "cutting and wounding."

CHINESE music has its disadvantages as well as its languorous delights, especially when it comes to drums and gongs. Two Gage Street people were to-day fined \$2 each for making a loud noise with the instruments named.

A CHAIR coolie and a marine dealer figured to-day at the Magistracy in connection with the theft of \$2 worth of coal belonging to Mr. S. S. Benjamin, of the Peak. The chair coolie stole the coal and the other "received" it and each got a month's "h. l."

THROUGH pressure on our space the monthly reports of the Great Eastern and Caledonian G. M. Co., the New Balmoral G. M. Co., Ltd., and Oliver's Freehold Mines, Ltd., and also the annual report of the North China Insurance Co. are unavoidably held over.

As was anticipated, the little son of Mr. J. Barry, who was so fearfully injured by a fall on Sunday last, has succumbed. His death took place at the Government Civil Hospital yesterday while he was being operated upon. He was a bright and promising little fellow and very deep sympathy is expressed with the bereaved parents. The funeral took place this afternoon. There was a large attendance and several little schoolmates acted as pall bearers. Many beautiful floral emblems were sent by friends.

We have heard of walls' tunes and comic songs being worked into the "voluntary" on a church organ in Hongkong. We have no personal knowledge of such things, but would warn organisers to note what happened in a church at home. Two "Wild Heilandsmen" recruits of a famous killed corps, were visiting an English church for the first time. They had not long been seen when the organist began to play a lively voluntary. This was something quite novel in their church experience, and they listened in open-mouthed astonishment. One of them was shortly roused from his blissful reverie by a gentle rap on the shoulder. Turning round he saw a handsome lady, the owner of the pew, who smiled graciously upon him, and wished, of course, to be allowed to pass to her seat. He did not, however, take to the situation, but at once whispered audibly to her, "Na, na, mem! tak me mate here; he will pe a pitter dancer than me."

THE unfortunate residents in the "way back" parts of Australia are not having an enviable experience as regards the rainfall, and the future does not bear a very rosy aspect. At no time do they have a large average rainfall, but the last season was an exceptionally severe one in that respect, as some of the stations have not even registered as much as *five inches* for the whole year, and between February of '97 and November of the same year not a single point was registered. No wonder Coleman, the overland cyclist, spoke with emphasis when he described Central Australia as a "waterless waste!" The stock at the Telegraph Stations were too weak to be moved, and are dying fast. This is the official record:—

Season at Tennant's Creek the worst on record. Rainfall for year ended Dec. 31st, 1897, only 4.50 inches.

Rainfall at Powell's Creek during the same period was the lowest on record, viz., 3.440 inches, of which 0.180 fell in January and February, 1897.

THE engineer of the "Blue Flyer" on the Baltimore and Ohio railway was badly cut in the face by flying glass from his cab window last month. The engineer was coming down the big hill at Caseyville at a high rate of speed, and the air being quite fresh, he kept his cab window closed. All at once he heard a crash and the next instant blood covered his face, the result of particles of glass from his cab window striking him. He hastily reversed his engine, and, as soon as he was washed the blood from his face, looked around for the cause of the accident. He expected to find that some miscreant had thrown a missile through the window, but in a corner of the cab lay a big owl, which had passed through the window. The owl was slightly disfigured, but would have been able to fly had the man permitted it to escape. He brought it to East St. Louis, and will keep it as a memento of the first run at Caseyville. Railroad men contend that the electric headlight so blinds the owl that it could not see to escape, and that it plunged through the glass in its half-blinded condition.

THE BOXING MATCH.

BALLEY AND NORTHCOTT DRAW IN 20 ROUNDS.

The heavy-weight boxing match between W. S. Balley (Hongkong) and T. Northcott (H.M.S. *Tamar*) took place in the presence of a large assemblage at the City Hall last night and proved an extremely interesting affair although the finish was a disappointment for many. Mr. Balley, who took up Northcott's "defi" a few days ago, won the heavy-weight Amateur Championship of Hongkong two years ago and he had the reputation of being an extremely clever boxer, with good staying power. This was amply borne out last night. Northcott, who made such a good show against Sergeant Conner on several occasions and then fell an easy prey to Becker, in two rounds, was anxious to have another match here before leaving the colony, but most people were somewhat surprised when they saw Mr. Balley take up the blue-jackets' challenge.

Around the ring last night was a gathering that represented every phase of the business and commercial life of the colony, and the officers of the Mercantile Marine mustered strongly to witness the prowess of Mr. Balley, who for some time was chief engineer of the steamer *Harbin*. Mr. C. Robinson acted as M. C. and the arrangements for the display were carried out most satisfactorily under the management of Mr. A. Harper.

Before the event of the evening came on two three-round bouts were boxed by Short and Harley and Leonard and Parker, all from the King's Own Regiment. Short was announced as the winner of two out of three rounds at Islanding. He had a little the advantage of Harley in height, but was lighter. Short had the better of the bout, but Harley showed the prettier style, getting away very nimbly. The men, however, were not out to hurt themselves and their display was well applauded. The Leonard-Parker bout was a real lively one from the word "go." Parker has a home reputation as a bantam weight and the way he showed last night proved him to be a game and clever fighter. Leonard is a heavier and taller youth, and he too is no quitter when blows are about. The way Parker went in short range cut on the body of Leonard was much admired, and when the boys got at short range and pummelled each other in dig-dong fashion the audience applauded them most warmly. So fast did they make the pace that both were winded in the third round. Many experienced hands at the game pronounced the display to be one of the best seen here and the youngsters had a regular ovation when they left the stage.

Mr. Robinson then announced an interval of 10 minutes, prior to the *Deus de Rastafas*. He also notified that Messrs. Hart Buck and E. Robinson had consented to act as judges, and that Mr. A. Redger would referee the bout, while Mr. W. Farmer would hold the "clock." On the men entering the ring—the M.C. read the Marquis of Queensbury rules and asked the audience to refrain from "remarks" during the boxing. Balley won the toss and took the upper corner at the left and Northcott went into the lower right corner. The local man was equipped by Corporal Parker, R.A., and Messrs. F. Kew and C. T. Robinson, while Messrs. J. Williams and A. Harper attended to the referee's requirements. Both men boxed in knickerbockers and, Balley also wearing light boots while Northcott came out in socks. Balley stripped in splendid form. His skin was like silk and his muscles showed out like whiplash; in fact he could not have been in better condition and his shape, style and features somewhat suggested Fitzsimmons. The blue-jackets looked heavy and tough as ever, and he had 3 lb. the better weighing 147 lb. while the other man scaled 144 lb. Balley had the advantage in height and reach. Mr. Redger having examined the gloves, time was called.

Round 1.—The difference in the style of the men was at once noted. Balley stood straight, and held his left out direct from the shoulder with the right well across the body and elbow in to side. Northcott shaped as before with the left out and curved and always on the move, and his head to the side. After a little sparring Northcott got home on the head and body and Balley got in a light left on the body following it with a heavier one. Northcott forced him up into his own corner and at one time he looked like putting him through the ropes. Balley fought out again and his straight left drives often checked the attack. He was soon up in his corner again, and there he landed a good one on the ear of his opponent. The fighting in the vicinity was sharp and hot, and both men got home again and again about head and neck. Balley tried his right for the body but Northcott got away cleverly. "At the end of the round both men looked none the worse."

Round 2.—In the opening Balley nearly slipped, but quickly recovered and a clench took place. Then Northcott put his left well in on the jaw, taking in return one of the same kind. The men then mixed it, the sailor flinging his man about the head and getting blows from Balley's left. Northcott again forced him to his corner and here he punished him considerably, the heavy right hand often finding the face. Northcott had a good deal the best of the round.

Round 3.—Northcott led as usual and Balley again slipped, but he was quickly on guard and punched Northcott on the ribs with a swinging right, getting a heavy face blow just after. Balley's left again reached the other's face and Northcott forced him to the ropes where he again punched him frequently. Balley used his right with but little effect, but his left proved very serviceable at times in stopping Northcott. The round closed just after Northcott had got home on his man's nose with the left.

Round 4.—Saw Balley leading but he did not remain long out of his corner, where he got a right in on Northcott's side hipbone. He also visited the jaw with his right and some merry milling followed. Balley again slipped, and was on hand just after with two rights on Northcott's face. Some capital ducking was seen in this and the other rounds; both men put in good work, and they had hearty applause.

Round 5.—Northcott attacked with the right but Balley got away smartly. In the exchange that followed, Balley planted a prying left on the jaw. He was also now making good play with the right for the body. Northcott still pursued his forcing tactics and he sent home five on the face one after the other with right and left. Balley countered heavily on the head twice with the left. There was little to choose between either of the men.

Round 6.—Northcott began with some clever feinting and scored with the right on the head. Balley swung a nice right on the jaw, and got in return a heavy left punch in the same place.

Round 7.—Northcott leading off again visited Balley's countenance twice rapidly, and then sharp exchanges followed a good one from Balley on the neck with the left. He took three on the face, one on the body and then another on the face. Northcott was fighting capital now and it looked as if the match were to be a close one.

Round 8.—A good deal of idling was the feature of this round, both men at work like

blacksmiths. After a clench Northcott was repeatedly calling on Balley's head and face. The round finished up with a sharp series of exchanges, the sailor having the best of it.

Round 9.—Balley was fought to the ropes again, and Northcott was getting home pretty often. Balley essayed some right hand body swings but they were short and it was the opinion of many that his blows were lacking force.

Round 10.—This round was all in Northcott's favour and he did some heavy work about his man's face and body. Balley stuck to it gamely, taking the punishment as if he liked it. In this round Northcott tried a right hook for the ribs and missed for the first time.

Round 11.—Balley topped Northcott with a beautiful straight left, following it up with a right hander on Tommy's port auricle. Northcott retaliated with a heavy right swing on the body and Balley countered him prettily with the right. This round was not so brisk, both men seeming a little tired.

Round 12.—Balley lived up, but the navy man's gloves got home several times. Balley put one on the other man's face with the right. There was not so much punishment in this round.

Round 13.—Balley now showed a rapidly swelling left eye and his mouth was bleeding. Otherwise he looked first-rate and appeared to have plenty of wind. Northcott was very red about the neck, ribs and shoulders, but he was not a very brisk one. Balley used his right better, but he threw away a good deal in not following up.

Round 14.—Balley made more use of his right and he put in some rattling swings on the sailor's ribs. It was sharp fighting throughout and Balley kept things going in good style to the pleasure of his partisans.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship the Chief Justice Sir J. W. Carrington, Kt. C.M.G.)

February 8th.

GORHAM V. BENJAMIN, KELLY & POTTS.

In this case the plaintiff, Charles Leary Goham, is an assistant in the Office of the Pacific Mail Steamship Company, and the defendants, S. S. Benjamin, Kelly, and G. H. Potts, are shareholders carrying on business in partnership in Hongkong. The plaintiff claims (1) that an account may be taken of all sales and purchases of shares by the defendants for the plaintiff as his brokers, and of all monies received and paid by the defendants for or on account of the plaintiff from the 1st April, 1896, to 15th March, 1897, and (2) that the defendants may be ordered to pay to the plaintiff such amounts, if any, as upon the taking of such account shall be found to be due from the defendants to the plaintiff with interest on the several amounts from the dates when the same became respectively due and payable.

Mr. J. J. Francis, Q.C., and Mr. M. W. Slade (assisted by Messrs. Wilkinson and Gies) appeared for the plaintiff and Mr. W. V. Drummond and Mr. H. E. Pollock (assisted by Messrs. Johnson, Stokes and Master) appeared for the defendants.

The special issues were—Messrs. N. A. Siebs, H. H. Kitchin, J. Andrew, G. Anderson, J. Thurbon, H. Mody, and W. Potts. The cross-examination of Mr. Goham was resumed to-day. He said—I am not quite certain when I consulted Mr. Johnson. It was either on the 7th or 8th. I consulted him twice after this between the 7th and the 11th. I never consulted him again after the 11th. I did not make any note in the diary as to consulting Mr. Johnson. I told my solicitor that I had consulted Mr. Johnson but I don't know when. Mr. Wilkinson told me a few days ago that he had applied to Mr. Master for the diary which contained the visits. I told Mr. Goham that I had consulted Mr. Johnson. Mr. Johnson sent me a memorandum which I returned as I had already sent a memorandum order. It was a bill for \$15 and I told him to be careful of what he entered as I did not want any member of Mr. Johnson's firm to know anything about it. Of the \$15 only \$5 was for the advice in this matter. The memorandum produced is not a copy of the memorandum of Mr. Johnson. I am positive that only \$5 was for the advice in this business.

To his Lordship—I did not find the memorandum but I could not find it and I think I sent it back to Mr. Johnson. To Mr. Drummond—I can't recollect it if it was after the sale of the Indo-China shares were sold to Mr. Cobbold. The sale of the West Point shares to Mr. Cobbold was for the purpose of catching the defendants. I made the entry in the diary on 15th November. It was a few days afterwards that I made the entry "Two West Points sold to Rev. Cobbold at \$18." The pencil note "See if Cobbold actually got shares" was not entered at the same time as the other entry. It was Mr. Cobbold who told me that Mr. Cobbold bought the shares. I did not follow up the note "See if Cobbold actually got shares" until long afterwards. There was no necessity for it. I remember making an affidavit of the books in my possession.

Mr. Drummond pointed out to his Lordship that the entry of the sale of West Point shares in the diary of the 10th on which the plaintiff based one of his charges and which was very important was omitted in the affidavit.

The diary was then passed round to the jury and to his Lordship.

Mr. Drummond: You see this entry of the 10th about the West Point shares is immediately after the entry of the 27th.

Witness: I did not check the affidavit.

Mr. Drummond: You swore the affidavit and did not check the entries?

Witness: I did not check the entries.

Mr. Drummond: Will you swear that the entry of 10th November was in the diary when you swore that affidavit?

Witness: Yes. I do not know why it was omitted.

In answer to further questions witness said—There is an entry on 24th November of the sale of West Point shares at \$18. It does not say who was the purchaser. Precisely I was the purchaser through Mr. Hurley. This was the transaction referred to in the second charge. On the 26th November I was in possession of all three accounts from the defendants and Mr. Hurley for these shares.

Mr. Drummond: When you had that in your possession did you think that you had ample evidence that the defendants did not treat you properly?

Witness: Yes, I did. I thought that more would do no harm.

To Mr. Drummond—All West Points were sold by Mr. Potts.

Mr. Drummond: Did it occur to you, then, when you had in your possession evidence of the dishonest part of the defendants on no less than three occasions, to speak to Mr. Potts or the other members of the firm?

Witness: I thought it extremely advisable not to do so.

Mr. Drummond: You did not think it fair, then, to give them a chance to explain?

Witness: I did not care to do anything until the end of the year when the books would be produced.

To Mr. Drummond—I continued to employ the defendants after this in a way, I think, very principal, that is, I reduced the amount of my business and also reduced my overdraft with the bank. I do not recollect employing any other brokers than the defendants. On the 27th I bought 100 Bank shares at \$18 on time. I don't recollect the contract. I can't say whether it had numbers or not.

Mr. Drummond: If it turns out ultimately that all you got in this case was a memorandum of the transaction without any numbers, is it not a fact that you have depended entirely on the integrity and straightforwardness of Mr. Kelly?

Witness: I knew that he would be straightforward in that transaction. He was bound to be.

To Mr. Drummond—I was present yesterday when Mr. Francis addressed the jury and made observations to them to the effect that I had discovered grave errors in my account with the defendants and therefore I wished for the accounts. This was the position I took up at the commencement of the case.

His Lordship: I think Mr. Francis put it either fraud or grave errors.

To Mr. Drummond: In my mind it was fraud most decidedly. I do not recollect ever using the word "fraud" to either of the defendants.

Mr. Drummond: Did you ever say to anyone else, you started the case that you did not charge the defendants with fraud?

Witness: I do not recollect saying so.

Mr. Drummond: Will you swear that you did not say so?

Witness: I will not. I tell you what I remember and nothing more.

Mr. Drummond: Did you ever tell Mr. Perry that you did not charge them with fraud? Witness: I do not recollect telling him so. Mr. Drummond: And will you swear that you did not tell him this? Witness: I swear that I do not recollect telling him so.

To Mr. Drummond—I saw the petition before it was filed. I did not read it very carefully. I do not recollect the seventh paragraph which stated that I continued to deal with the defendants with the hope of getting more evidence against them.

Mr. Drummond: Was that paragraph put in by your direct instructions or by your legal advisers without instructions from you? Witness: I was in the hands of my legal advisers and I let them do what they thought proper.

Mr. Drummond: Was that paragraph put in for the purpose of explaining the delay of legal proceedings between November and March?

Witness: They were in possession of the facts and drew up the legal documents.

Mr. Drummond: Does that express what you were doing with the hope of getting more evidence?

Witness: Yes.

To Mr. Drummond: I remember talking with Mr. Benjamin at the Tramway Station about the 9th April. He requested me not to take the matter any further and he would pay me the costs. He spoke about the Indo-China and West Points and said that Mr. Potts had told him that he had arranged double brokerage. I told him that it was not so. He said that Mr. Potts said that it was so and they should not go into Court for \$25. I said that I would go into Court to find it out if necessary.

I do not recollect Mr. Benjamin to ask Mr. Potts to do anything for me the next day. I do not recollect seeing Mr. Benjamin the next morning. I do not recollect him saying to me that Mr. Potts was coming to see me and I do not recollect answering "All right." Mr. Potts came to see me the next day, 10th April. I never told Mr. Potts that I wanted him to make a business proposal. He did not tell me that he did not understand what I meant. I recollect Mr. Potts saying that he was prepared to swear that I agreed to give him double brokerage and that he was prepared to be taken before the Court and that his word would be taken before the Court. I said that I had no documentary evidence to the contrary. He asked what I had said too much and I told him "Never mind." He said that it was my word against his and that his word would be taken before the Court. I do not recollect telling him that I was a business man and did not come here for my health.

The Court adjourned for luncheon and Mr. Goham was asked by His Lordship at the request of Mr. Drummond to try and find the central bank share in the meantime.

On re-examination Mr. Francis said that Mr. Goham had been unable to look through all his papers during the adjournment and that he would try and find them by to-morrow morning.

Witness, examined by His Lordship, said—I can't say whether the policy of continuing to carry on business with the defendants with the view of entrapping them was suggested by Mr. Johnson and approved by me, or suggested by myself and approved by Mr. Johnson but the policy was approved by Mr. Johnson.

We did consider the alternative of going to the defendants and asking for an explanation. Mr. Johnson said "Why don't you go and have it out of them?" I said "No, they deny it."

Mr. J. S. Perry, sworn, said—I am a share and general broker. I have been a share and general broker in Hongkong since 1891 or 1892. I also do business as agent broker for Messrs. David Sassoon, Sons & Co. I don't keep an account of my shares but I keep an account of cheques received or paid.

I remember getting a wire from Shanghai on 6th November to buy 100 Indo-China shares and also some other shares. This was the full price. I purchased them from Messrs. Benjamin, Kelly and Potts. I took delivery of these shares from them on the 6th. I did not get from them a memorandum or account of the purchase of these shares. It is not customary to give accounts in cash sales between brokers. I paid them by cheque on the National Bank. I reported to Shanghai on the 10th November that I had bought 100 Indo-Chinas at \$40 and \$41 and the price of the shares was really \$41 and the difference between that and \$40 was the brokerage allowed me by Messrs. Benjamin, Kelly and Potts. I met Mr. Goham on Dundell Street on the 7th November. He asked me about the state of the market. He asked me if there was anything doing in the market and I said so far as I knew very little. Then he asked me what I quoted for Indo-China and I said \$41. He asked me if there was any business done for \$41 and I said that I had done business for the North at \$41.

He then asked me whether it was \$41 or \$40 and I said "No, \$41." Then he asked me if I would mind telling him from whom I got the shares and I said from a broker. He asked me which broker and I said Messrs. Benjamin, Kelly and Potts. I saw Mr. Goham two or three times on the 6th. He gave me instructions to sell 100 Indo-Chinas for him. I received another telegram at 5 p.m. on the same day and that was a further order to buy another 100 Indo-Chinas at \$40. I got instructions from Mr. Goham on the 6th to buy West Points for him. In consequence of this order I bought 100 shares at \$18 from Messrs. Benjamin, Kelly and Potts. I took these shares to Mr. Goham and he told me that he had arranged with Mr. E. H. Joseph to take them over. I received the shares very late. Mr. Joseph was going to Calcutta and he arranged with Mr. Conits of the Hongkong Bank to receive the shares which were deposited in Mr. Joseph's name. I was paid for these shares by Mr. Conits who gave me a cheque for \$1800. I remember being instructed by Mr. Joseph at the end of November to buy 100 West Point shares. I bought them from Messrs. Benjamin, Kelly and Potts at \$18 per share. I delivered these shares to Mr. Hurley from whom I received payment. When I bought these shares for Mr. Goham, I did not know that he wanted them for Mr. Goham. When I bought the West Points for Mr. Goham he did not tell me why he bought them.

Cross-examined by Mr. Drummond—I did not tell Mr. Goham that I bought 150 Indo-Chinas on the 6th November. I only bought 100 shares.

The entry in Mr. Goham's diary of the 7th "Met P. Said he had done 150 shares with B. E. and P. at \$41" must be incorrect. Mr. Goham told me about four or five months ago that he had consulted Mr. Johnson, when I went to see him with a view to postponing the case until Mr. Kelly's return.

Mr. Drummond: Did Mr. Goham tell you that he was not suing for fraud?

Witness: He said "I am not bringing an action for fraud. I am bringing an action for the discovery of the accounts. Unless I can show very grave errors or fraud I cannot get the accounts."

Re-examined by Mr. Francis—It is possible that I mentioned to Mr. Goham that I bought 150 Indo-China shares without specifying the date.

To His Lordship—I am sure that I had no hint that the transactions were made as a trap for the defendants but that they were all made in the ordinary course of business. The Court adjourned till 10.30 a.m. to-morrow.

NOTANDA.

CALENDAR.

FEBRUARY.

Meteorological means based on ten years' observations to 1895.

Barometer	30.141
Thermometer	73.3
Humidity	79.0
Rainfall	1.76

TO-DAY.

WEATHER REPORT.	
On date	On date
Barometer	30.14
Thermometer	63
Humidity	76
Rainfall	73

TO-DAY.

Tuesday, 8th February, 1898.

Chinese—18th of 1st moon of 84th year of Kwong-tai.

Jewish—18th Saba, 5658.

Mohammedan—10th Ramadan, 1316.

Sun—Rises 6hr. 25min.

Sets 5hr. 38min.

High water—Morning 10hr. 18min.

Afternoon 4hr. 18min.

Low water—Morning 4hr. 18min.

Afternoon 10hr. 18min.

ANNIVERSARIES.

1616—The Spanish fleet left Cavite to take Formosa.

1819—John Runkin born.

1849—Roman Republic proclaimed.

1868—Great fire at Fochow.

1872—Assassination of Lord Mayo, Viceroy of India.

1879—Russia-Turkish Treaty signed.

1890—Great fire at Yokohama.

1897—The *Rurik* docked at Hongkong; the largest vessel ever docked in Hongkong.

TO-MORROW.

Wednesday, 9th February, 1898.

Chinese—19th of 1st moon of 84th year of Kwong-tai.

Jewish—17th Saba, 5658.

Mohammedan—17th Ramadan, 1316.

Sun—Rises 6hr. 21min.

Sets 5hr. 38min.

High water—Morning 10hr. 58min.

Afternoon 4hr. 28min.

Low water—Morning 4hr. 18min.

Afternoon 10hr. 10min.

ANNIVERSARIES.

1555—Bishop Hooper burnt.

1857—The *Hawfilla* found drifting about in the Palawan Passage; captain, crew and 250 cattle missing.

1891—Destructive fire at Kowloon City.

1897—Prince George of Greece took command of the Cretan torpedo squadron.

MEMORANDA.

TO-MORROW, 9th February.

5.15 p.m.—Lecture by Mr. J. J. Francis, Q.C. in the Chamber of Commerce Room.

THURSDAY, 10th February.

German mail due.

SHIPPING AND MAIL NEWS.

MAILS DUE:

German (*Sachsen*) 10th inst.American (*Belge*) 11th inst.Indian (*Aravali*) 14th inst.Tacoma (*Olympia*) 17th inst.Canadian (*Empress of Japan*) 21st inst.American (*Pratt*) 21st inst.THE Agents (Messrs. D. Sassoon, Sons & Co.) inform us that the Company's steamer *Aravali* from Calcutta, left Singapore for this port yesterday afternoon.

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

Arrivals:

Herk steamer, from Singapore*Orange Prince* " " " " " "*Orme* " " " " " "

Aggregating 4,374 tons register.

DEPARTURES:

Ask steamer, for Hongkong*Tallie* " " " " " "*Clara* " " " " " "*Oslo* " " " " " "*P. C. C. Kiao* " " " " " "*Fallon* " " " " " "*Lynwood* " " " " " "*Hyacinth* " " " " " "*Alberici* " " " " " "

Aggregating 10,355 tons register.

HONGKONG AND WHAMPOA DOCK RETURNS.

At Kowloon Dock:

Typhoon " " " " " "*Kowloon* " " " " " "*Kowloon* " " " " " "*Kowloon* " " " " " "*Kowloon* " " " " " "*Kowloon* " " " " " "*Kowloon* " " " " " "*Kowloon* " " " " " "*Kowloon* " " " " " "

ROYAL HONGKONG YACHT CLUB.

SEVENTH CLUB RACE.—6TH FEBRUARY.

Starters, first class:—

Active Mr. H. E. Pollock

Maid Marlow Mr. T. W. Lamont

Phoebe Mr. J. Hamilton

Erica Mr. F. H. May

Sybil Mr. A. Deacon

Chanticleer Officers R.E.

Second class:—

Dart Dr. Clark

Payne Officers R.E.

Ladybird Mr. C. D. Wilkinson

The course was from the Police Pier, Kowloon, round a mark off Lyman's Pass, Kowloon Rock, Meyer's east buoy, and Channel Rocks, leaving all to port; 12 miles.

The second class boats started at 1.20 and the first class at 1.30. There was a good strong east wind blowing at the start and all the boats except *Maid Marlow*, *Active*, and *Sybil* were reefed, *Chanticleer* double reefed.*Dart* and *Maid Marlow* went to the front in their respective classes and kept there as long as the strong breeze held. On getting to Quarry Bay the wind started getting lighter and reefed were shaken out, *Ladybird* going to the front in the second class and getting round the Lyman's mark with a considerable lead. *Chanticleer* carried away her main boom postern and had to retire when off Quarry Bay.*Maid Marlow* got into first place in A class for a short time, but in shaking out her reef *Maid Marlow* again went into the leading position. At the mark the boats in the rear had closed up on the leaders, *Maid Marlow* getting second to *Ladybird* with *Payne* and *Maid Marlow* about a clear length behind her; then *Dart* and *Erica* with *Payne* and *Active* in close attendance, *Sybil* bringing up the rear. In the run down to Kowloon Rock, *Erica* and *Dart* passed all but *Ladybird*. A reach brought the boats to Meyer's buoy when *Maid Marlow* got into third place. In the second heat up to Channel Rocks the wind was not strong and the boats could comfortably carry all sail, but they were going through the water pretty fast. *Erica* and *Maid Marlow* soon passed *Ladybird*, and *Phoebe*, making a long tack into Kowloon Bay, arrived at the Rocks a good time. *Maid Marlow* went rather too far towards Quarry Bay and over-reached the mark.

An uneventful run brought the boats to the finish and the line was crossed as below:—

A CLASS.

Finish. Marks. To date.

Erica 4 23 10 48*Maid Marlow* 4 23 10 43*Phoebe* 4 24 49 3*Active* 4 31 41 4*Maid Marlow* 4 31 35 3*Sybil* 4 35 23 6*Chanticleer* 6

B CLASS.

Ladybird 4 26 10 58*Dart* 4 30 24 4*Payne* 4 35 23 1

CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

OUR NEW PUBLIC BUILDINGS.

To the Editor of the "Hongkong Telegraph."

SIR.—The consensus of opinion seems clearly in favor of retaining the present site for our new Post Office, and also of removing the Clock Tower to some spot where it will be less in the way, but much more conspicuous and, therefore, of greater practical utility. We are glad to see that our worthy City of Public Works advocates this view—as also that the designs should be entrusted to local architects—but why not, as Mr. Water suggests, do the same with the new Law Courts?

Of course we want a very high style of architectural beauty—but do not the Banks and Club buildings sufficiently testify that our local talent may be trusted to rise to the occasion?

Surely it must be of great advantage that these Courts be designed by men well acquainted with the nature and qualities of the stone and other building materials found in our colony; and more especially of the structural features rendered necessary by our semi-tropical climate.

Doubtless the London architects would send us out plans of imposing appearance but probably shewing no conception as to the parts of the absolute necessity, for example, of colonnades and verandahs.

Also architects on the spot would be able to refer questions as to points of detail to, and receive valuable suggestions from, our local authorities, who must be supposed to know but what is really wanted.

Again, what a waste of time would be involved in correspondence with London and in the almost inevitable returning of the plans (several times, perhaps) for modification!

Why not at once give our local architects the opportunity of sending in competitive designs—and so at least of showing us what they can do?

Yours truly,

SPECTATOR.

Hongkong, 7th February, 1898.

Hotels.

I SAY! HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN

AT

THOMAS'S GRILL ROOMS,

WHAT'S THE MATTER WITH THIS

TARIFF?—

BREAKFAST \$ 0.55

DINNER 0.75

3 MEALS DAILY (Monthly Rate) 40.00

1 DINNER 15.00

1 DINNER 20.00

DINNER & BREAKFAST 30.00

BREAKFAST & DINNER

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	NAGASAKI, MOJI, KOBE and YOKOHAMA	THURSDAY, 10th February, at 4 P.M.
KAOCHIMA MARU	SEATTLE, WASH., VIA KOBE and YOKOHAMA	MONDAY, 14th February, at 4 P.M.
J. W. Katsugawa	KOBE and YOKOHAMA	THURSDAY, 17th February, at 4 P.M.
IZUMI MARU	KOBE and YOKOHAMA	THURSDAY, 17th February, at 4 P.M.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for JAVA PORTS), PENANG, COLOMBO and PORT SAID	THURSDAY, 17th February, at 4 P.M.
SAGAMI MARU	SHANGHAI, NINGBO, SHIMO-NOSEKI and KOBE	FRIDAY, 18th February, at 4 P.M.
TOKIO MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 21st February, at 4 P.M.
E. W. Haswell	BOMBAY, via SINGAPORE (Transhipping Cargo for JAVA PORTS), and COLOMBO	TUESDAY, 22nd February, at Noon.
MATSUMOTO MARU	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th February, at 4 P.M.
OMI MARU		
C. Young		

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

Hongkong, 5th February, 1898

A. S. MIHARA,
Manager.

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain T. R. Galsworthy, will be despatched as above TOMORROW, the 9th instant, at Noon.
For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.
Hongkong, 8th February, 1898. [210]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI. (Passing through the INLAND SEA.)
THE Company's Steamship
"OHNEZOLLERN,"
Captain H. Becker, will leave for the above Ports on or about FRIDAY, the 11th instant.
For further Particulars apply to MELCHERS & Co., Agents.
Hongkong, 5th February, 1898. [201]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SHANGHAI.
THE Company's Steamship
"SA HSEN,"
Captain H. Supper, will leave for the above Port on or about THURSDAY, the 10th instant, will leave for the above place about 24 hours after arrival.
For further Particulars apply to MELCHERS & Co., Agents.
Hongkong, 5th February, 1898. [201]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE,"
Captain R. Mils, will leave for the above places on SATURDAY, the 13th inst. at 4 P.M.
For Freight or Passage, apply to SANDER & Co., Agents.
Hongkong, 4th February, 1898. [213]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"
Captain Jones, will be despatched on TUESDAY, the 15th instant, at 3 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.
Hongkong, 7th February, 1898. [225]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, CEYLON, MEDITERRANEAN PORTS, ANTWERP, BREMEN AND HAMBURG.

THE Company's Extra Steamship

"DARMSTADT,"
will be despatched as above on or about the 15th of February, 1898.
To be followed by the "CREFFELD" on or about the 15th of March, 1898.
For Freight or Passage, apply to MELCHERS & Co., Agents.
Hongkong, 28th December, 1897. [1924]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLOMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship

"PINGSUEY,"
Captain D. Davies, will be despatched as above on WEDNESDAY, the 16th instant, at Daylight.
To be followed by the Steamship "NINGHOW,"
For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.
Hongkong, 5th February, 1898. [185]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"LYDERHORN,"
will be despatched as above on or about the 15th February.
To be followed by the S.S. "ORWELL" on or about the 28th February.
For Freight, &c., apply to SHEWAN, TOMES & Co., Agents.
Hongkong, 13th January, 1898. [1113]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"GHAZZE,"
Captain Bailey will be despatched as above on or about the 28th February.
S.S. "FATHAN" about 20th March.
S.S. "LEINOK" about 10th April.
S.S. "ENERGIA" about 20th April.
For Freight or Passage, apply to DODWELL, CARILL & Co., Agents.
Hongkong, 1st February, 1898. [163]

Mails.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"GANGES,"
Captain T. F. Creery carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th February, at Noon, taking Passengers and Cargo for the above Ports.
Silks and Valuables: all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.
Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further Particulars, apply to H. A. RITCHIE, Superintendent.
Hongkong, 27th January, 1898. [5]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, H.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria 3,167 J. Truebridge ... Feb. 22.
Olympia 1,691 T. H. Dobson ... Mar. 15.
Columbia 2,905 A. G. ... April 5.
Tacoma 2,549 A. Dizon ... April 26.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Draconar 3,601 E. Porter ... Mar. 8.
Mogul 3,654 W. H. Wigham ... Mar. 29.
Arcyll 2,997 W. Ward ... May 3.

THE attention of Passengers is directed to the very cheap rates offered by this Line. Excellent accommodation. First-class Table, Doctor and Stewardesses carried.

HONGKONG TO NEW YORK &c. The Railroad travelling is second to none on the American Continent. Magnificent scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA &c. Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARILL & Co., General Agents.
Hongkong, 2nd February, 1898. [4]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, CEYLON, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

BLACK-SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen ... Tuesday ... 1st March.
Bayern ... Wednesday ... 30th March.
Prins Heinrich ... Wednesday ... 27th April.
Preussen ... Wednesday ... 20th May.
Sachsen ... Wednesday ... 22nd June.
Bayern ... Wednesday ... 20th July.
Prins Heinrich ... Wednesday ... 17th Aug.
Darmstadt ... Wednesday ... 14th Sept.
Sachsen ... Wednesday ... 12th Oct.
Bayern ... Wednesday ... 9th Nov.
Prins Heinrich ... Wednesday ... 7th Dec.
Darmstadt ... Wednesday ... 4th Jan. '99.

ON TUESDAY, the 1st day of March, 1898, at 10 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 12th instant. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 28th instant, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 28th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.
Hongkong, 2nd February, 1898. [201]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—5,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 16th Feb., 1898.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th Mar., 1898.

EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 6th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific Journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

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For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pender Street.

Hongkong, 19th January, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 22nd Feb., at Noon.

Copile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 12th March, at Noon.

Galle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 31st March, at Noon.

THE Company's Steamship

"BELGIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on SATURDAY, the 12th February, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

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Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance will not apply to through fares for China and Japan to Europe.

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For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 3rd February, 1898. [5]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

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AT REASONABLE PRICES.

Hongkong, 14th May, 1898. [119]

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[119]

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CHINA EXPORT, IMPORT & BANK CO., SOLE AGENTS FOR CHINA. BEWARE OF SPURIOUS IMITATIONS! [34]

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JARDINE MATHESON & Co., Agents for Hongkong and China.
Hongkong, 29th January, 1898. [190]

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Sole Agents for China, LUTGENS, EINSTIMANN & Co., Hongkong, 11th September, 1896. [19]

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Hongkong, 7th February, 1898. [182]

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RENT MODERATE.

Messrs. DAVID SASSOON, SONS & Co., Hongkong, 21st December, 1897. [189]

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E. W. MITCHELL, Hon. Secretary.
Hongkong, 5th February, 1898. [216]

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